Mr. Biles Reads a Paper Before the Enstitute of Naval Architects-He Ras a Righ Opinion of Our War Shipe Some Peatures in Their Construction Criticloud by Several Authorities-Could the City of Paris Run Away from the Swift-footed Commerce Bestroyers;

LONDON, March 19.—The second day's pre-medings of the Institute of Naval Architects, the principal shipbuilders' organization in Great Britain, now in congress here, were deyoted, it may be said, to a criticism of American war ships. The meeting to-day was pre-sided over by the Earl of Ravensworth, and was attended by the leading naval architects of the kingdom, several of the British Admiraltrauthorities, and a large number of Admirals of the British navy. The subject was intro-suced by Mr. J. H. Biles of Southampton, a well-known marine constructor and the de-signer of the famous Inman and International Company's ocean monarchs and of many war the Spanish, Japanese, and other pavies. Mr. Biles said he had lately been in America and had made the acquaintance of Mr. Secretary Tracy and had got from him valuable information as to the new Amer-ican war ships. The Becretary, on being asked if the information might be conveyed to the members of the Institute, readily consented. stipulating only one condition, that as he couried the fullest criticism. Whatever was said about the designs should not be confined to commendations. Mr. Biles described all the modern vessels since the first class, remarkin: that the progress was great. It should be measured by the difference between the Chicago and the Baltimore, vessels of practically the same displacement, though the Raltimore has a smaller main battery, having only ten guns, against fourteen of the Chicago's, but her speed is more than four knots greater than the Chicago's, and she has a proective deck two and one-half inches thick on the flat and four inches on the slope.

The Battimore had since her trials been on a

long cruise, and had shown herself to be a good sea vessel. She steamed from New York o Stockholm at a speed of about eleven knots without stopping to coal, and he was assured by her Captain that she could have steamed 1,500 knots further at the same speed with the coal that she actually carried,

She steamed from Copenhagen to Lisbon in 5 days 3 hours, the distance being 2,100 knots. the last two days being done at reduced speed in order to save coal. This gave a mean speed of over 17 knots. The ventilation of this vessel was reported as excellent, and judging from the number of veutilating cowis on her it should be, but there cowls added very considerably to her visibility, and made her a much letter target for an enemy than she would be thout them. He carefully inspected the Newark, which was now practically completed at the yard of Messrs. Cramp, Philadelphia. and every opportunity was given him of forming an opinion of the workmanship and details American war-ship construction, and he bit sure that in these respects they were quite squal to the best British practice. If they were all as good as Messra. Cramp's.

The American ship designers and builders

uad shown that they were capable of produc ing vessels quite equal to their promises, and at least equal to the best European practice. This was an important thing to bear in mind in considering the recent designs upon which ships were now being built for the American mayy. It was not he said, until the end of 1889 that any considerable further additions were arranged for, but there were now under ships. The principal particulars of these were

Proceeding to deal in detail with them, he said that compared with the Edgar class, the New York was much more powerfully armed and much better protected. Her sustained speed would probably be greater. She was however, 800 tons more displacement, and tary Tracy thinks that "four such ships disributed in various quarters would put an effectual stop to the depredations of as many feets of ordinary cruisers." The coast line battle ships were the most important vessels of the programme. They were three in number, two of them to be built by Messra. Camp of Philadelphia and the third at the Union have a displacement of 10,298 tons. They have been designed, to use the words of Mr. Theodore Wilson, the Chief Constructor of the to be able to fight ve sels carrying the heaviest guns and armor." and by inference comparison with most recent British battle ships could not fall to be courted. In their general arrangements they ere very similar to the last British battle ships, having a partial belt of 18-inch armor 7% feet wide extending over 56 per cent. of the whole length. This belt rises 3 feet above the water line and extends 4% feet below. The armament of these American battle ships semed to be more powerful than that of any European battle ship, having four guns capa ble of piercing any armor affoat, and eight 8inch guns capable of penetrating almost any armor, and certainly of penetrating the armor and redoubts of most British battle ships at close quarters. Of course, in order to attain this result something had to be sacrificed; or rather, something was not existent in these ships which existed in the larger ones. The speed estimated compared with Briton's latest battle ships was probably about 1% knots less The coal supply is 500 tons less. The breadth of the armor belt was one foot less, but it was wide as that of the Admiral class, which had not the advantage of the 5-inch belt above. As these vessels would probably have to act very much nearer their base than European vessels, their bottoms would probably be in better condition, so that the real speed would not be much, if any, less. For the same reason their coal supply need not be so large, and therefore it would seem that their preponderance of armament would give them an advantage in a European vessel. They were distinctly superior in most respects to any European vessels of the same displacement, and for the purposes intended, of protecting the American coast line, they seemed to be quite a match for any ships affont. They could keep the sea as well as any battle ships, and must not be looked upon as coast defence vessels in the ordinary

retted battle ship Hood it was practically the same. It was however, 8 feet less forward than the new British barbette battld ship of the Reyal Sovereign class. Judging by the amount of water which would come on board an Atlantic liner with a freeboard forward of 26 feet, the chance of fighting the 18-inch turret guns end on in a head sea was not veryigrest, but the 8-inch guns could probably be fought in almost laby weather. en in a head sea was not veryigreat, but the 3inen guns could probably be fought in almost
asy weather.

The bunker capacity of 1,800 tons might possibly be useful to an American ship if she had
to steam from the east to the west coast of
America by passing round Cape Horn, but if
she did this in time of war she would have to
fun the risk of meeting an enemy soon after
wating fort, when the coal might be a great
disadvantage to her on account of the decreased speed she would have, owing to being
three feet deeper in the water. In mancouvring
flower this ship would be superior at her nornal load draught to the Royal Sovereign class,
on account of her less length and draught.
The excessive cutting away of the keel forward was done to improve the mancouvring
to helpful of the ware will be appreciable is
doubtful, but the cutting away of the gripe
certainty involved considerable loss of displacement and brought the point of the ram
very close to the water line.

Dealing with the "commerce destroyer"
om muculy known, according to Mr. Biles, as
"the pirate," but which The Bur's readers are
familiar with as No. 12, now building in
Cramp's yard, and which greatly inforested
the members of the Institute, Mr. Biles said
ass was the most important of the cruisers, and
was intended to have a sustained speed of \$1
thought.

restricted sense, though they are called coast line battle ships. Compared with the Ad-

mirals, their freeboard at the ends was 15 inches higher, and compared with the tur-

the war ships of the world. She combined a sufficient armament with complete protection against light guns, while at the same time of processes are aspect and a coal endurance of the trouble of war. No merchant vessel that she meets, armed or unarmed, can escape from her." Having given her details of dimensions, &c., the lecturer continued to criticies the design as follows:

"This vessel is well divided, and would give a good account of herself against most cruisers; but she is designed to run away from cruisers; and not to fight them, her function being to date and not to fight them, her function being to destroy all the merchant elements.

This vessel is well divided, and would give a good account of herself against most cruisers; but she is designed to run away from cruisers; and not to fight them, her function being to destroy all the merchant elements.

The most legislature—A Bill Giving Full and two exparates engines on each shaft and cruise with the other, which gave as good results.

Britain's merchant element with complete of the component of the merchant elements and two exparates engines on each shaft and cruise with the other, which gave as good results.

The most legislature—A Bill Giving Full Anthony to the Englishing and Ventilation of Englishing and Ventilati

"This vessel is about the same length as the it and 18 kinets merchant mail steamers, and an doubt could very easily overhaul any vessel of her own length in almost any weather; but even though she may have a sustained eas speed doubting whether her off the think it is very doubting whether her off the think it is very doubting whether off the think it is very doubting whether of the think is and clity of Paris, for their extra length of considerably over 100 feet and their extra weight, which would be nearly double, would inevitive and their or the search of the could result in the control of the could result in the control of the could result by a large of the result in the control of the could result by a large of the could be to cripple herself in the quality which everywater stem is such a vessel. To use it would be to cripple herself in the quality which everywater stem is such a vessel. To use it would be to cripple herself in the quality which everywater stem is such a vessel. The ment of the could be to cripple herself in the quality which everywater stem is such a vessel on he driven at least of result which considerable merchant is such a preferable arrangement and would certainly keep her drier forward.

The reason alleger of the dopping these screws is that the vessel can be driven at least of ready in more where to be blancad by the rudder. This is undoubtedly true for low appeals, but a preferable arrangement could secrew his a consection with running a winder of the voyage with the cripple dondition stated above. It is a supplementable of the condition of the vessel and the secretary in the cripple dondition stated above. In other than the american fastest ships. In the case of the condition when a large that would he wat

minutes. The building of such a ship as No. 12. which "The building of such a ship as No. 12. which Britain has nothing to cope with, certainly is an indication of what America is capable of both in conception and construction. Whether vessels specially designed to meet this one, or whether an improved type of mail steamers is the right protection, is a question worth some consideration. The most suitable for fighting our armed cruisers would be very weak in presence of such a foe, but with protection and equal speeds there should be little fear of a contest." Concluding, he said that he thought he had shown that the work of the American constructors, acting under the direction of a capable administrator like Mr. Tracy, was well worth the careful study of Great Britain.

An interesting debate followed the reading

Tracy, was well worth the careful study of Great Britain.

An interesting debate followed the reading of the paper. Sir Nathaniel Barnaby was the first speaker, and he said he considered the paper of surpassing interest. It contained much information, with observations here and there which could not fail to be of advantage. He himself had quite recently the pleasure of visiting some of the American yards, and he was convinced that they were able to build such vessels as these without being necessarily afraid of failure. Sir Nathaniel, speaking of the three coast defeace battle ships, agreed with Mr. Biles in saying that they would have difficulty in firing their big guns, and they would be much better if they had more free-board. He felt, also, that they would be better if the suxiliary armor was rather thicker. He thought the Institute should ask Mr. Biles to convey to Mr. Tracy their deep sense of indebtsdness for allowing the information to be submitted to the Institute. This suggestion was agreed to.

debtadness for knowing the institute. This suggestion submitted to the Institute. This suggestion was agreed to.

Admiral Sir John Hay acknowledged his indebtedness to Mr. Biles for much information with which he was previously unacquainted. Lord Brassey on the previously unacquainted. Lord Brassey on the previously unacquainted that the Allantic trade was not the most important trade which had to be pretected by Great Britain, but if he had been quested to destroyer which had been described, he thought he would have had cause to change his opinion. The facts but before them he thought made it necessary for the Admiralty to include America among the great naval powers. They were cottied to be considered in the same way as the Eupopean powers, and if the speeds desired were attained, he hoped that public opinion would be awakeased to the necessity of Great Britain having ships superior, and certainly equal, to those of the United Etates.

if the speeds desired were attained. he hoped that public opinion would be awakened to the necessity of Great Britain having ships superior, and certainly equal, to those of the Usited States.

Mr. W. H. White, Director of Naval Construction to the Admiralty, said he had some diffidence in rising to speak, for two reasons. The first was the process of the cocupied. It was not desirable that he should be a critic of designs, especially of foreign war ships. Besides, several of the ships described as having been built is America, were built from his designs, and they would not expect him to criticise them. Bir John Hav had implied that the British Admiralty did not know we at was long done in America, but he must tell them that they kept a close watch on the navy policy of that as well as all other countries. He admitted the services of fir, Biles in collecting this information into consise form and for the interesting comments made. It used to be said by Mr. Chestney Depaw that the sinking of a barge meant the destruction of a considerable part of the American navy; but that no longer held good; and further, although they formerly took other designs, they were now undertaking designs of their own, and most of the later ships, he believed (those now being commenced), were of their own, and most of the later ships, he believed those now being commenced, were of their own, and most of the later ships, he believed those now being commenced, were of their own, and most of the later ships, he believed those now being commenced, were of their own, and most of the later ships, he believed those now being commenced in the would not care to be in the turrets of the bard of the British ships. They analyzed these and then produced naval designs.

Begarding the coast-defence battle ships, he agreed that they would be the better for more free board. When the smaller guns were fired board, when the smaller guns were fired board. When the smaller guns were fired board, when the smaller guns were fired to a special part of the s

Mention was made of the pressure of the forced draught. In the British navy they did not use any more pressure than the City of Paris in her run across the Atlantic, and he fancied the Americans intended to use much more to get twenty-two knots. Of course he did not mean to say that the results could not

pature must vary on the other side of the Atlantic II the results were got on the data produced.

He spoke in complimentry terms of such builders as the Messra. Cramm. As to the triple screws, that matter had been considered by the Admirate, It was, however, experimental as yet, and there were certain inconvalences which he did not think compensated for the advantages. In British ships of great power they had two asparate engines on each shaft, and they could disconnect one set on each shaft, and they could disconnect one set on each shaft, and cruise with the other, which gave as good results.

Mr. H. Martell, chief of Lleyd's Registry of the Institute, the late Mr. William John, had in competition supplied the dealgns, of the Texas. He thought that perhaps the low displacement compared with the weight of armor in the coast defence battle ships could not be due to reduced scantlings. Mr. Blies, however, assured him that he had compared the scantilings with the new British battle ships, and they were about the same.

Admirals Colomb and Symonds also spoke briefly, and in reniging to one gentleman, Mr. Blies said that with her full coal supply (2,000 tons), the commerce destroyer would draw 3 feet more water than her designed draught with 750 tons on board.

Mr. James Howden, the patentee of a system of forced draught, and he felt certain she would not be able to beat the City of Paris.

The Grand Jury Meard From and Likely to

Dr. Chauncey M. Depew beamed upon the array of waiting witnesses in the ante-room of ing. He shook hands with Secretary Bishop and other prominent officers of the New Haven Railroad, and chatted as pleasantly as though hour before a public dinner. At a quarter past 12 he was called into the private room of the Grand Jury to tell what he knew about the causes of the collision in the Fourth avenue tunnel and possi-ble improvements there. It is said that contrast published utterances attributed to declarations. When he came out, Inventor down stairs after Dr. Depew. clearing three steps at a time, and tried to claim his attention. But Dr. Depew waved him aside and quitted the building. At 1:30 the Grand Jury, headed by Foreman

At 1:30 the Grand Jury, headed by Foreman Cameron, came into court and asked Judge Fitzgerald for instructions in the law. This is the written request for information that Foreman Cameron handed up:

The Grand Jury, desiring to fold their obligation under oath without respect of persons but with proper regard for the good name of any accused, asks the explicit direction of the Court upon the following questions of interpretation of the law:
The sate of June 18, 1857, "to regulate the heating of steam passenger cars, 2c.," provides two penalties for its yous into.

The sect of time it, incit. To resulate the heating of six m assenger cars, d.," provides two penalties for its mount on the section of the s

missemenor and that the said at 16 N7 has been violated, can directors be charged for the missemeanor penalty at the same time that they are not chargeable for the money penalty therefor?

Judge Fitzgerald—Under one of the sections of the statute, as I understand it, provision is made for the recovery of a penalty by action to be brought in the civil courts. Then another section of the act provides that a person or corporation guilty of violating it is liable to be punished for a misdemeanor. The penal code in this State is very broad in its provi-ions to secure the punishment of all persons who are in any way chargeable with an offence. The statute provides that the Grand Jury may ask advice from the Court and the District Attorney, and that these are the only persons to whom the Grand Jury have a right to address any such inquiries. And no member of the Grand Jury has a right to put any construction of his own upon the law, nor has he the right to be governed in his action by advice of any parties other than those mentioned in the statute. In the commission of a crime an abettor is a principal, as to directors, if they control the management of the road, it is their duty to see that the requirements of the law for the safety of the travelling public arrival the orand Jury in acting against any person concerned in the commission of a crime an abettor is a principal. As to directors, if they control the management of the road, it is their duty to see that the requirements of the law for the safety of the travelling public arrival the orand Jury in acting against any person concerned in the commission of a crime in the crime in the crime in the commission of a crime in the crime in the crime in the

HOW WAS THE SWITCH THROWN?

The Last Car of a Third Avenue Train Pulls the Next Of the Track. The train which left Harlem on the Third

avenue elevated road for South Ferry at 2:57

o'clock yesterday afternoon came to grief just south of the Ninety-ninth street station. It was a five-car train pulled by motor 13. Just below the station a storage track is laid between the regular tracks. A switch to the down-town track is at Ninety-seventh street. The motor and the first three cars passed over this switch all right, and so did the forward truck of the fourth car. It isn't quite clear what happened to the rear truck. The fifth what happened to the rear truck. The fifth car took the switch and ran on the storage track. The train was stopped in about 200 feet. The rear trucks of the fourth car were off the track, and had been pulled by the fifth ear over near the storage track. The couplings between the cars held. No one was hurt. The passengers were crowded into the first three care, and the train went on. Travel was delayed for over an hour.

It would be interesting to know just how that accident occurred. If the switch was thrown between the forward and rear trucks of car 604, the fourth in the train, the wheels of the rear truck should have followed the storage track. But they didn't. The marks on the ties made by the flanges of the wheels showed that the rear truck of car 604 had been pulled off from the down track by the last car—car 618—when it ran down the storage track.

The switch is a new one. It was put in place late on Sunday evening. It is possible that the points were not set exactly right, so that while a good many trains would pass over it all right, if the wheels happened to ride in on the rails the Ranges would catch the switch points and throw the switch, derailing the fruck. This may have happened, or it is possible that the switch may have been thrown between the rear trucks of car 604 were on the apit of the rear truck of car 604 were on the apit of the rear truck of car 604 were on the apit switch rails may account for the bending of the separating bars and be responsible for the accident. car took the switch and ran on the storage

An Issues Patient Dies in a Fight. Coroner Schultze received yesterday a letter from Dr. W. A. Macy, superintendent of the city insane asylum on Ward's Island, concern-

ing the death last Saturday afternoon of Fritz Kappler, a patient. The letter said:

"Our patients were just being conducted to supper in the dining rooms, and while going through the hall Mr. Rappler interfered with Mr. Edward Birmingham, a patient who was immediately in front of him, and probably struck him. Mr. Birmingham turned and struck Mr. Rappler in the epigastric region with his clenched hand, and before any of the attendants could reach him Mr. Rappler fell down and excited. Everything possible was done to restore life, but without avail. As the patients were so cless together when the encounter reported took place, it is our opinion that the blow itself could not have caused death and that there was probably some serious organic difficulty existing."

Rappler was a gilder, and live; at 240 Ninth avenue. He was unmarried, and 21 years old. Birmingham was put fin a cell. Kappler, a patient. The letter said:

Past Time to St. Louis.

the Passet Committee's Counsel Expeeted to be Made This Week.

ALBANY, March 30 .- The Assembly adjourned this evening immediately upon the reading of the journal and the presentation of resolutions by Mr. Acker on the death of Assemblyman Grattan H. Brundage of Steuben. A commit-tee was appointed to accompany the remains to Bath, where the funeral will be held on Fri-day or Saturday. The Senate got word of this also adjourned. Except the confirmation of the reappointment of Gen. John M. Varian as Commissary-General there was no business done, Of course there were bills introduced on each side.

In the Senate Mr. Canter put in a bill providing for the appointment by the Governor of seven Commissioners to examine into the subject of taxation for both State and local purposes, one to be selected from each of the folfacturing, commercial, laboring, banking, and shall report to the next Legislature either new laws or changes in existing laws so that the burden of taxation may be more equitably distributed. The Commissioners are to get \$3,000 each, and may spend not to exceed \$15,000 in the work. They may subporns and

examine witnesses.

The flood of tax bills already in the hands of the Legislature, and the great interest in the subject of taxation, make this an important bill, as its enactment would postpone all law-making on the subject until another season. Mr. Ganter tried to push it along to a third reading, supporting this request by saying that the Dry Goods Association endorsed the bill. Mr. Fassett insisted that the measure ought to go to some committee, As it made an appropriation it might go to the Finance Committee, and as its dominant subject was taxation it might go to the Committee on Taxation and Retrenchment. After a great deal of talk it was sent to the latter committee.

Sensor Ahearn also put in a bill providing that railroat tunpels in other of over a million the Legislature, and the great interest in the sioners.

Bosides the news of the death of Mr. Brundage, the Assemblymen heard with corrow of the serious liness of Mr. Malby of Rt. Lawrence, and Messra. Southworth and Sohmer of

rence, and Messrs, Southworth and Sohn New York. The new Assembly bills include these:

contained in the notice.

The report of the Fassett committee is now expected to be made the latter part of the work. The members of the committee have had copies submitted to them by the counsel. The counsel are the committee in the matter of making the report as the counsel have been the committee at all stages of the unproductive in jury. The report is in the most plausible vein of Wm. Machiavelli Ivins. The features of the committee's expense account that have thus far come to the surface are such as to indicate that the scheme will prove more costly than has yet been suppose i. The counsel have as yet been modestly backward upon putting in the item for so-called detective work. Mr. Ivins had detectives dogging the footsteps of Mayor Grant and other Tammany officials for weeks, and used them persistently in trying to insure his personal enemies. That the conspirators anticipate trouble in getting money out of the State for their scheme that miscarried so wofully is evident. Smator Fassett asked Chairman McClelland of the Assembly Ways and Means Committee to-day whether the amount could not be put into the Supply bill. Mr. McClelland's answer contained no comfort for the committee.

Two Wiscock Men and One Relden Man SYRACUSE, March 30.-Before Assemblyman Howard G. White returned to Albany to-day he caused it to be made known that he is a candidate for State Senator in place of Senator tention of retiring with the expiration of this term. Mr. White has decided to be a candidate. it is understood, in response to the urgent pressure of a large number of influential Republicans, who have admired the manliness of his course in Albany for two years past. Although Mr. White has been an avowed adherent of Congressman Bolden in the factional differences of the party, he has been twice elected to the Assembly without the personal opposition of Senator Hiscock. In what attitude he will be regarded next fall in the Senato contest can only be conjectured.

The friends of Senator lilscock have been extremely loth to let their candidate for the Senato be known. The secret was learned to-day by The Sun correspondent. Ex-Assemblyman William H. Gallup is the man. Assemblyman William H. Gallup is the man. Assemblyman William H. Gallup is a candidate a week ago, and it was at first surmised that this was with the consent of Senator Hiscock. Mr. Peck, it is learned, is extremely unpopular at home, having barely scraped through in his Assembly canvass last summer. We lie he may be egged on, in order to divide Cortland county, which, with Onondaga county, comprises the Twenty if th Senato district, he will be dumped in favor of Mr. Gallup. elected to the Assembly without the personal

if th Senate district, he will be dumped in favor of Mr. Gallup.

Liverybody in Syracuse looks for the bitterest fight of years in the legislative contests of next fall, owing to the fact that Senator Hiscock is a candidate for re-election and would be in a sad plight without the four votes from his home hallwick. It is conceded that he cannot have them without Congressman Belden's acquiescence. But all this may be adjusted without friction before the nominations for Senator and Assemblyman are made.

FORTY YEARS IN THE FIELD OF AD-VERTISING.

The firm of S. H. Parvin's Sons, Cincinnati, In the Advertising Business. From the Cincinnati Commercial Gesette The idea of conducting an advertising agency

was an original conception of S. H. Parvin.

The need of such an agency was shown from the fact that his business was prosperous from the beginning. Advertisors quickly recognized the value of his services in saving thom the expense, time, and inconvenience of nego-tiating with publishers, and publishers soon recognized his accepts a convenient method of securing business and looking after their interests. of securing business and looking after their interests.

The basis of success in most all lines of business is unquestionably obtained through a judicious investment of capital in newspaper advertising, and in this line Messrs. Farving Sons have had exceptional success in serving their customers, and relating them upon that saic plane of money making.

With a business reputation of forty years the firm of S. H. Parvin's Sons stands preeminently high and second to none in this country, and has gained an enviable reputation for clean methods, just dealings, and utright conduct.

Many advertisers have intrusted their business with this firm uninterruptedly for twenty-five years. This is strong evidence of the good rejutation of their advertising accept, which has become a recognized institution in Cincinnati's growth and development.

To Ald the St. Andrew's Coffee Stands. The third annual benefit for the New York and Brooklyn St. Andrew's one-cent coffee stands will take place in the Lenox Lyceum on Saturday evening. There will be an address by Mr. A. B. De Frees, a concert, and dramatic and humorous readings. Among the professionals who have volunteered their services are Emily Winant, contrailo; lifa Klein, sepranc; Jeanus Franko, violinist; Valesca, Franc, planist. Among the amateurs are Courad Bebrene, be so: Christian Fritsch, tenor. The dramatic readings will be given by Mrs. Frank Leslie and Mrs. Harrist Webb. The humokous readings will be by Mr. and Mrs. Heary Frithwood. Mr. Frank Tat has volunteered as organist, and Mrs. G. Dulcken as accommanded. Saturday evening. There will be an address

Me Introduces Testimony that Congress-man Taulbee Had Threatened to Kill Him. WASHINGTON, March 30 .- Judge Bradley delivered his decision in the Oriminal Court to-day in the Kincald murder case on the question as to the admissi-bility of testimony going to show that Congressman Taulbee had on various occasions threatened the life of Kincald. Court held that the evidence was admissible. The defence then called William E. Curtis, Perry Heath, A. J. Kelly, ex-Congress Polk Laffoon of Kentucky, and Representative Taulbee say that he would kill Kineaid. In the testimony there was reference to the

publications that gave rise to the trouble be-tween Kincaid and Taulbee. The first publi-

cation was made in a paper in this city, and re-

ferred to a scandalous occurrence alleged to

have taken place in the model room of the Patent Office, in which a Kentucky Congressman and a female clerk figured. Kineaid subsequently published an account of the affair in the Louisville paper of which he was the correspondent, using Taulbee's name in connection with it.

Albert J. Kelly of Terre Haute testified that he heard Taulbee make threats against Kincaid soon after the publication appeared in a Washington paper. He had communicated these threats to Kincaid. Mr. Taulbee told witness that he intended to kill Kincaid. It might not have been in that language, but he said the world was not wide enough for the writer of the arricle to escape vengence.

Mr. Perry Heath, the newspaper correspondent testified that about a week or ten days tefore the shooting he was sitting in the reporters' gallery. Behind him stood Taulbee and some one clas. He thought the other person was Doorkeeper Mann. While witness was writing Taulbee's voice became very loud and distinct, and he heard him say that Kincaid was responsible for all these newspaper publications about him: that he did not believe the newspaper men generally were unfriendly to him: that there was a limit to his endurance, and that if there were any more publications about him: the bind the binds of the possible of the word "kill" two or three times in connection with Kircaid. Two or three days afterward wines and that if there were any more publications about him he prothered days afterward wines are Kincaid and told him what Taulbee had said. The witness said that Mr. Kincaid's damned throat. The conversation went on, and in his remarks after head and told him what Taulbee had said. The witness said that Mr. Kincaid's reputation was that of a peaceable, docule man.

Ex-Representative Polk Lafloon of Kentucky, now in Sheffield. Ala., testified that he had heard Taulbee speak of kincaid after a publication made in the papers here and in the Louisville Times. He had heard Taulbee make throatening remarks after these publications. He said that he would kill Kincaid.

Representative McCreary of Kentucky testified that Kincaid's general reputati sequently published an account of the affair

day that Judge Martine also was in his chambers, and was ready to take bail or to perform any other duty that might be required of him. "I was greatly surprised that Judge Barrett should have used the language attributed to him in reference to the Judges of this court, for the reason that the records show that from Jan. I. 1890, to last Saturday Judge Barrett took bail in a criminal case but once, and that was last Saturday, while of the sixteen criminal cases in which other Supreme Court Judges took bail saveral were in their hands on stays and otherwise. I am of the opinion that Judge Barrett had no right to criticise the Judges of this court, as he is reported to have done, but I presume that he claims that right, as within a very recent period he not only claimed the right to criticize, but even undertook toffind fault with a decision of the Court of Appeals of this State, in which that court, having the absolute right to doe, differed with his opinion on a question of law." against Kincaid.

Representative McCreary of Kentucky testified that Kincaid's general reputation was that of a peaceable, honorable, and polite general results. fied that Kincald's general recutation was that of a peaceable, honorable, and polite gentleman.

Mr. William E. Curtis, the correspondent and director of the Bureau of American Republics, testified that he had heard from many people the threats made against kincaid by Taulbee, and communicated them to Kincaid the spoke to Kincaid about ten days or two weeks before the shooting at the corner of Fourteenth and F streets. He told Kincaid that Taulbee was after him, and warned him to look out for him. He had heard such threats ever since the time of the publications. He said that Kincaid appeared much agitated when he told him of the threats of Taulbee; that he flushed and then turned nale; that he trembled and then took witness's arm.

Frank P. Morkan, Washington correspondent, testified that he knew both Mr. Taulbee and Mr. Kincaid, He recollected the publication of the scandal which was associated with the trouble between Kincaid and Taulbee. Long after this publication Mr. Taulbee saked him about another publication he understood was to be made. Mr. Taulbee said Kincaid was at the bottom of it; that Kincaid had got to be killed, and that he (Taulbee) would kill him.

O'KELLY COMING EAST. He Says President Pitzgerald Is Pledged

CHICAGO, March 30 .- J. J. O'Kelley, M. P., who has been acting as a Parnellite envoy in this country, arrived in Chicago this morning. Mr. ments be made for a mass meeting of Irishmen until after the impending municipal election

O'Kelly left for New York this afternoon. In an interview he said: "The reports that I met with an unfriendly reception in Nebraska, and the alleged snubbing given me by President Fitzgerald of the Land League are false and maliclous. I met not only Mr. Fitzgerald, but many other representative men of the West, and right here in my pocket I carry their financial and personal pleages to the cause of Mr. Parnell and Ireland. Parnell's cause is prospering everywhere." he declared, "despite the retorts from across the water. Mr. Healy and others extremely hostile to Mr. Parnell cater to the American desire for news by doctoring up reports. The northern portion of Sligo has a ways been considered doubtful, but we have hopes of final success for Parnell. My report to be sent on from New York will gladden the hearts of our friends in Ireland." the alleged snubbing given me by Presiden

WHEN A DOCTOR IS A WITNESS.

Human Rody, He Must Tell If He Knows. TRENTON, March SO -- Judge Lanning of the City District Court to-day adjudged Dr. Elmer Rogers guilty of contempt of court for refus-ing, when on the witness stand, to answer the question. "How many ribs are there in the human body?" The Doctor insisted that it was a man body?" The Doctor insisted that it was a technical question, which he was not obliged to answer, because he had not received a fee for expert evidence. His counsel sustained him in the position, but Jurige Lanning decided that the reason for declining to answer was not good. Taking into consideration that contempt was not intended in the common sense, and that the point was raised by Dr. Rogers for the purpose of testing the question, the Court suspended the fine.

A Lively Tarpon Fight.

PUNTA'GORDA, Fla., March 30 .- W. C. Arnot of Elmira, and Charles Arud of Chicago had an adventure with a tarpon here to-day. Aru.:'s boat lurched while he was casting his bait the requisite distance, and in attempting to avoid a ducking his rod dropped overboard and sank. Arnot dropped anchor near by and began to fish. While Arud was attempting to regain,his rod, a tarpon weighing probably 150 pounds soized Arud's bait and darted into the air. It circled about both boats in senioircles, and almost before Arud could realize what had happened, he saw his rod in Arnot's hands. The tarpon had carried Arud's rod with it, and the rod became entangled in the anchor rope of Arnot's boat, where the clicking of the real quickly made its presence known. Arnot then surrendered the rod to Arud, who struggled with the fish some time. The tarpon threw himself off, however, near the boat while the guide was attempting to gaff him, nearly upsetting the boat. site distance, and in attempting to avoid a

Winnebagos Going to Washington.

BLACK BIVER FALLS, Wis., March 30 .- A dolegation of the Wisconsin Winnebago Indians left this city for Washington last night. The delegation was made up of leading members of the tribe, five from this city and two from Big Hawk's band in Shawano countwo from Big Hawk's band in Shawano county. Big Hawk, the famous chief, accommanied the delegation. It is said they go to Washington with the hope of securing 10 per cent. of their trust fund of \$000,000, together with interest on the same, at their next annual payment. The old members of the tribs are not satisfied with the amount of money placed to their credit. They say there should be to their credit nearly \$2,000,000, money set aside for the Winnebagoes at the various treatles from 1830 to 1866.

ECONOMY IN

FURNITURE

"BUY OF THE MAKER" And Save at Least Twenty Per Cent.

An immense stock, three large warehouses crewded with new and elegantly designed furniture, unexcelled for good workmanship and cheapness, for example: Fine Medroom Suits. E23 for eight pieces.

Strong Kutension Tables, SLSO: all woods.

Farier Suits, Tapesire, SOI.

A large line of Mahogany Purniture, elegant in design and inexpensive.

but little space, is very comfortable and very cheap \$50 to \$100. Deak Folding Beds \$25.

GEO. C. FLINT CO. Stores, 104, 160, and 105 West 14th St., Selwoon 6th and 7th are, one door wood of 6th ar PARALYSIS.

HIS HONOR'S LIST OF HOUSETOP WIRES.

He Shows It to Expert Wheeler and Tello

Control yesterday it was expected that William

H. Kelly of the East River Electric Light Com-

pany would make some effort to prove his

ing that his remarks reflecting upon Mr. Kear-

assure, you that you was assure, you that you was orpublic Works Commissioner Gilroy was ordered to remove all the wires on the list.

The order of December providing for the removal or all wires and poles between Eighth
and Fliry-ninth streets was modified so as to
give several companies more time.

RECORDER SMYTH RETORTS.

If Judge Barrett Can Say Sharp Things

So Can He, and He Does.

an application made to him to take ball in a

criminal case, when it was reported to him that no Judge was sitting in the General Ses-

sions. He said that there were four Judges in

the General Sessions who complained that not

enough work was prepared for them by the

Recorder Smyth, who, although ill. was in

chambers on Saturday afternoon, said yester-

GOT OTHER PEOPLE'S CHECKS CASHED.

The Police Think Cobn Must Have Ab

stracted Them from Letter Boxes.

James C. Cohn of 100 Renry street was arraigned in the Tombs Court yesterday on the complaint of John E Eggers of 183 Grand

street. Eggers keeps a saloon, which Conn

used to visit.
On two occasions he had checks cashed

there. One was for \$17 on the Empire City

Bank. It had been sent through the mails to

Bank. It had been sent through the mails to Finklestein & Feidman of 63 Lispenard street by A. Friedlander & Co. of Broadway and White street. The former illim never received the check, and they declare that their endorsement on the back is a forgery. Cohn wrote his own name on the check and had no dimoulty in inducing Eggera to cash it. The other check was drawn on the First National Bank for \$33.52. It was sent to G. & D. Sliver of this city by John Sienbach of Asbury Park. The endorsement on this check has also been pronounced a forgery.

Justice Taintor held Cohn in \$500 bail for examination on the charge of larceny. There was no evidence to prove that Cohn had forged the names and that charge was dismissed.

The police think that Cohn secured the checks by rifling the mail boxes in the hall-ways of the two business houses.

THE STEP-LADDER IS SENSITIVE.

Or It May Be Jesionsy-At Any Rate He

Wants No Imitators. Some dime museum people are sensitive.

his lopsidedness, but he doesn't like to have anybody imitate his walk. Maybe he fears

some one will claim his stride, and he wants

no competition. At any rate, when he saw a

boy walking around the room of Huber's Mu

Verdict Against Minnie Hank,

Before Judge McCarthy in the City Court

resterday Loui Cassina Holden, maid to Minnie

Hank de Hesse-Wartegg, the prima donna. re-

covered a verdict of \$464 for services. Mrs.

Resigns His Committeeship.

Nathaniel Jarvis, Jr.'s, resignation as com-

mittee of Edwin O. Brinckerhoff, the adjudged

lunatic, has been accepted by Judge Allen of

the Court of Common Pleas upon the report of

the Court of Common Pleas upon the report of Samuel A. Blatchford, the referee, who passed the committee's accounts. Thomas S. O.live is named as Jarvis's successor. The estate includes six houses and lots in Broome and Mulberry streets, valued at 862.000, and \$63.000 in bonds and mortgages. All of the funds are to be deposited in the Central Trust Company. Mr. Jarvis found that he had not time to attend to the estate. One of his sureties is in solvent, and the other is said to be not solid financially.

Passed Counterfeit Bollars,

Richard Weeks, an ex-convict, who was

arrested on Dec. 18 last on a charge of pass-

ing two counter oit silver dollars in McWil-

District Attorney.

Judge Barrett commented on Saturday on

First Symptoms-Watch for Them.

At the meeting of the Board of Electrical The first symptoms of Paralysis are weak, tired feetings, exhausted sensation, transling, nervousness, restlessues; exertion is followed by fatigue the person wakes mornings feeling tired; has coldness and bad circulation in feet and himbs, numiness or principles. If these symptoms are neglected a shock of that Chief Engineer Kearney favored certain Paralysis will surely follow. Take Dr. Greene's Nervara, the great Nerva and Paralysis Cure It costs but \$1.00 of druggists, is burely vegetable and harm-lesses and no one should hesitate an instant to use this wonderful cure when perfect restoration to health is companies. Mr. Kearney said he was ready to meet Mr. Kelly's charges, but the latter killed a good deal of interest in the meeting by saymey were complaints, not charges.

Mayor Grant was surprised at this public withdrawing of Mr. Kelly's horns, and latiwithin reach. Paralyris can always be warded off by this remedy. Therefore do not neglect the first symptoms. Nave yourselves while there is yet time, and so prevent l'ara yels. Pres public officer in a public way there should be some foundation for them. It was his understanding that Mr. Kelly was ready and anylous to confront Mr. Kearney with proof that his allegations against him were based on fact.

Mr. Kelly listened 'milingly to this expression of surprise, and then asserted again that he made no charges.

Expert Wheeler was then questioned concerning housetop wires which have been ordered removed. The Mayor had a list of these wires, which surprised Mr. Wheeler. The Mayor told Mr. Wheeler that it was a singular state of affairs when he had to go elsewhere for information on this subject. He asked why Mr. Wheeler did not prepare this list himself. "If this happens again, said the Mayor." I assure you that you will have reason to be sorry."

Public Works Commissioner Gilroy was orpublic officer in a public way there should be



"I was broken down with nervous and physical pres-tration and in my weakened condition was striction with Paralysia, Was twenty-six weeks laid upon with Parmiysia. Was twenty-six weeks laid upon
my back more dead than alive. Being a strong man,
have lived all these years in this crippled condition,
I heard of Dr. Greene's Nervura and commenced
using it. I got better from the first. I am a new
man, I owe my life to Br. Greene's medicine, which
hase completely curred me. I am now well and
healthy and have recommended Dr. Greene's Nervura
to many of my friends and they all speak well of it.
"ANDREW H. OLERY." "ANDREW H. OLNEY,
"Gibson P. O., Steuben Co., N. Y."

Dr. Greens, the successful specialist in curing symptom blank to fill out, and a letter fully explaining

LETTER CARRIERS' ROUTES.

Superintendent Morgan Says Things Are Not So Bad as They Are Painted, General Superintendent Morgan of the city

delivery told a Sun reporter yesterday morning that in all cases where letter carriers work on long shifts they do so at their own request. The carriers and collectors work only eight hours a day. Some divisions prefer to work seven hours at one stretch and then "swing" an hour before finishing their eight hours. This arrangement keeps them on duty nine hours. These divisions are generally com-posed of young men. In divisions where there are old men the shifts are not so long and the swings are more frequent.
On route A of Station E thirty men are em

ployed. They report for duty at 6 A. M. and work until 9, when they swing until 10:25, Then they are on duty again until 12 and swing until 3:25, when the last tour begins. which takes them up to 5:55 P. M. In all their day is eleven hours and fifty-five minutes

day is eleven hours and fifty-five minutes long, but they work only seven and one-quarter hours.

Division H of collectors in the same station works from 5 A. M. until 13; P. M. taking thirty minutes; swing from 6 to 63s. Division J takes a four-hour swing. It is a fact that all collection routes have to be covered in fifty minutes, but on long routes the men get car fare. In such cases they ride to the end of the route and work back to the station. The long route in Station L. apoken of in Sunday's sun, is one of the routes on which the collector gets car fare. In Station D. on Fifty-third street, there is a route which begins at Sixty-lifth street. The collector on this route gets car fare. The number of routes grows lest as the stations are located further from the Post Office. Between Wall and Canal streets there are eleven routes. Between 100th street and the Harlem River there are five routes. Application was made last year for two men for Station L in the Harlem district, but only one man was appointed.

Superintendent Morgan asya that when he

Station L, in the Harlem district, but only one man was appointed.
Superintendent Morgan says that when he was a carrier a number of years ago he used to cover a route from Lerov street to Twentieth street, and do it in lifty ninutes. There are in all 1.167 carriers and 269 collectors. Mr. Morgan thinks some of the stations need help, and he says it will be furnished as soon as possible.

Says He Got His Wages in Bad Money. The burglar alarm at George Shenk's papericemen Clonan and Murray of Capt. Cope

boy walking around the room of Huber's Museum with a gait like a three-legged fiddler crab last Friday night he step-leddered himself down from his platform and descended on the boy with his 6 feet 4 side. He smacked the boy a good one and adured him not to walk like a nomesick jack rabbit. The manager decided the fight by discharging the freak.

"He was a good deal better man out of a museum than in it." said the manager restorday.

"Museums have hard enough names any way, but when stories are printed about such fellows as this, and the way they try to mash young girls, it's time to letthem go."

The manager added that the freak came around on Saturday morning and got a boy to buy him a ticket. When he presented it the museum people would not let him in. Then he raised a row. According to the manager he was half drunk. A policeman came along and made him take himself away. land's command on Sunday that the door of the factory had been opened. Examination showed that a side light had been broken. Up stairs they found Henry Ludwig. 18 years old, until recently in Mr. Shenk's employ. In his pockets at the police station they found a counterfeit \$2 note and a counterfeit 50-cent counterfeit \$2 note and a counterfeit 50-cent piece. Mr. Shenk identified the money as having been brought in by one of his urivers on Saturday. Seven dollars' worth of stamps are missing from the drawer that had held the counterfeit money. Ludwig said Mr. Shenk had given the money to him as his week's wages. He had not seen the stamps. He was held for trial in default of \$1,000 ball. covered a verdict of \$464 for services. Mrs. Holden said she was engaged for a year from May 26, 1884, in the triple capacity of maid, wardrobe keeper, and stage manager. Se was discharged in December, 1804, and demanded \$34 salary, with interest and travelling expenses. She had carned but \$4 after her discharge, and had been dependent upon friends. The \$4 she carned riding in a circus in Heighum. Subsequently she rode in Ruffalo Bill's Wild West show. Miss Hauk and her husband testilied that Mrs. Holden was simply engaged as maid by the month and had no contract.

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Scott's Emulsion

liam's saloon in Long Island City, ploaded guilty ye-terday before Judge Benedict in the United States Court, Brocklyn. Weeks was arrested with two other men who are now awaiting trial on a similar charge. LA GRIPPE

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